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Volume 12, Number 3

Jul/Aug/Sep 2001

## BMHA FOUNDER SILENT KEY AT 82

(Copied from his obituary)

### Hartley R. Alley

April 16, 1919 – May 29, 2001

Hartley R. Alley of Boulder died in Boulder on Tuesday, May 29, 2001. He was 82. Born April 16, 1919, in Lynn, MA, he was the son of Hartley F. Alley and Lillian Smith Alley. He married Jean Yeasting on Feb. 3, 1943 in Selma, AL.

Mr. Alley served in an Air Force band and later in the 45<sup>th</sup> Infantry Division in Germany during World War II. He was awarded the Purple Heart. He was a professional musician, university professor, magazine photographer, and a manufacturer of bicycle touring equipment. In the 1950s and '60s, he freelanced as a writer-photographer, working for magazines including *Time*, *Sports Illustrated*, *Woman's Day*, and *Seventeen*. He is also the co-author of three travel picture books. In 1970, he opened the *Touring Cyclist Shop*. In 1971, he founded and for 10 years directed the bicycle touring program for the Boulder chapter of the *Colorado Mountain Club*. In 1984, he co-authored the "Colorado Cycling Guide." Mr. Alley moved to the Boulder area in 1970 from Bloomington, IN. He enjoyed biking and ham radios.

Survivors include his wife of Boulder; a son, Hartley D. Alley of Denver; a sister, Verna Alley of Marblehead, MA; and one granddaughter.

Contributions may be made in his name to:

Aging Services  
Foundation, P.O. Box 471,  
Boulder, CO 80306.



### Comments from the President

Hartley Alley had all the qualities it takes to start an organization and keep it going. As a contributor to the BMHA newsletter, I could count on Hartley to keep bugging me to get an article in on time and to be very clear about what he wanted. He was persistent! After all his lifelong exploits, including bike touring and starting BMHA, I know it bothered Hartley greatly to have his activities reduced by more and more health problems. He was very concerned about passing the torch on to others to keep BMHA going, and I think he was gratified that people stepped up to take responsibility. Keeping BMHA going will be the best monument we could give him.

73,

Bil Paul, KD6JUI

### Comments from the Internet

I was very sorry to find out about the passing of Bicycle Mobile Hams of America (BMHA) founder Hartley Alley, NAOA. When our paths crossed around 1990, he was one of the few people that understood what most of us bicycle hams had been trying to do. I'll say he did everything he could to support my endeavors and write up articles (many of them!) about my bicycle station in the BMHA Newsletters. We had many phone conversations back then and whenever I had finished talking to him on the phone I felt like I had gone to a ham radio mobile pep rally! I certainly miss him very much.

Elroy Shelley, WB9GIE

### Comments from the Editor...

Although his obituary makes no mention of BMHA, we ALL know about his tremendous efforts in single-handedly forming and maintaining BMHA for over 10-years. Hartley was instrumental recruiting new members, maintaining a membership database, and keeping existing members interested and in touch by creating, editing, publishing, and mailing the BMHA Newsletter. I only hope that we can continue to have the BMHA that Hartley would want to see. Perhaps we'll eventually become an organization that would make him proud! Imagine what Henry Ford would think if he saw today's automotive assembly lines!

Scott A. Farrell, KE4WMF

## SHORT TAKE

### Heat Exhaustion

(copied with permission from an *Adventure Cycling Source*)

*With the recent death of an NFL player from heat exhaustion, I thought it was not too late to feature something regarding the subject. It's still plenty hot in some areas of the country. I hope this short article benefits you. Ed*

Heat exhaustion is a more serious form of heat illness caused by inadequate fluid and/or electrolyte replacement during exercising in the heat. It is an insidious, slowly progressive, peripheral vascular collapse, or shock syndrome. When exercising, the brain and muscles need an increased blood flow to function. The blood vessels vasoconstrict, (making them smaller), from other parts of the body to compensate. At the same time, the skin also needs an increase in blood flow to help cool the body down. The blood vessels close to the skin vasodilate, (enlarge), and the body is cooled in the form of sweat. Due to the increased demands placed upon the body by the skin, muscles, and viscera, and with an inadequate, fluid and/or electrolyte replacement, the cardiovascular system goes into circulatory stress, resulting in heat exhaustion.

The signs and symptoms of heat exhaustion are weakness or unsteadiness, throbbing headaches, faintness, dizziness, loss of appetite, fatigue, nausea, hair standing up on arms and chest, and diffuse sweating. The symptoms develop due to reduced blood volumes and/or improper amounts of electrolytes (too much or too little).

A person in heat exhaustion may appear ashen and gray, and the skin will be cold and clammy. Their vital signs will be relatively normal although the pulse may be rapid, and the pulse pressure is found to be low. The treatment for someone in heat exhaustion is to remove them from the activity and the environment. Begin cooling them with cold towels or whatever is available. Replace lost fluids immediately and electrolytes if they are low; in severe cases it is imperative that the fluids be replaced intravenously. Transport to the hospital in severe cases. Persons may become unconscious if treatment is not rendered. Monitor the urine for 24 hours, noting the amount and appearance. If no urine is passed within 6-12 hours, refer to medical care immediately for persons may be in acute renal failure. Discontinue exercise until heat exhaustion is well under control.

Contributed by Chris Mayes A.T.C.  
St. Vincent Sports Medicine

### Back Issues Still Available.

You may purchase any of the 41 back issues of the BMHA Newsletter for \$1.50 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, 316 East 32nd Street, South Sioux City, NE 68776-3512, and ask for the Index of Back Issues. This service available to members only.

## BMHA NEWSLETTER

**Editor:** Scott Farrell, KE4WMF

**President:** Bil Paul, KD6JUI      **Vice President:** Skip La Fetra, AA6WK

**Secretary/Treasurer:** Mike Nickolaus, NF0N      **Webmaster/Webhost:** Skip La Fetra, AA6WK

**Directors:** Russell Dwarshuis, KB8U      John Einberger, N0MSA

**Founder:** Hartley Alley, NA0A (*Silent Key - May 2001*)

BMHA NEWSLETTER is a quarterly publication of the Bicycle Mobile Hams of America - Jan, Apr, July, and Oct. Permission is given to reproduce any of the material in this issue, provided the author is credited and the source is acknowledged as "from the Newsletter of the Bicycle Mobile Hams of America." Please send a clip to the address below. We welcome articles, suggestions, letters, announcements, photos, artwork - anything pertaining to the combining of bicycling with amateur radio.

The BMHA is affiliated with Adventure Cycling Association, the League of American Bicyclists, and *Worldradio*.

### BICYCLE MOBILE HAMS OF AMERICA (BMHA)

c/o Mike Nickolaus, NF0N  
316 E. 32nd St.  
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Website: <http://www.LaFetra.com/BMHA/>

## ABOUT BMHA

### *For the information of our first-time readers*

Bicycle Mobile Hams of America got its start when a 'Stray' in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile," signed by Hartley Alley, NA0A. Twenty-five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton Hamvention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our eight subsequent forums have drawn increasingly larger audiences, and now BMHA is firmly established as a 'regular' at this world-renowned event.

This is the forty-second issue of our quarterly newsletter, which has become the clearinghouse for the exchange of info and ideas for the hams who go on the air from their bicycles.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, E-mail address list, E-mail discussion group, the annual meeting and Forum at the Dayton Hamvention and other regional meetings, and of course through the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. A membership application is on the next-to-last page.

# EDITOR'S NOTE PAD

## BMHA Newsletter in for Another Change...

I had been quietly working on a voluntary transfer over the past three months. Recruiting is not for everyone and, quite frankly, neither is El Paso. ;-) My request for transfer has been approved. By the time you read this, I will have already completed my transfer to Coast Guard Cutter Munro in Alameda, CA. Munro spends most of her time interdicting drugs off the coast of Mexico and occasionally conducts fisheries patrols in the Gulf of Alaska and Bering Sea.

I stated in my last Editor's Notepad, "My poor bicycles have been collecting dust for nearly two years." Although this will still be true during my typical two-month deployments, I will return to daily bicycle commuting while the ship is in port.

"But how is this going to change the Newsletter?" I know... Time to get to the point. ;-) Due to my deployment schedule, I cannot assure BMHA members that a rigid Quarterly format can be maintained. Even this issue is running late due to an increase in my workload and preparing for my transfer. I also can't stick to a perfect tri-annual format. But what I CAN do is a "flexible" periodic format.

This Newsletter should be reaching you in September. My heaviest commitment will be to ensuring the HamVention announcements get out in a timely fashion. This means you WILL get a Newsletter in April or EARLY in May. I also would like to ensure a "New Year's" issue is sent. This should hit the mail in late-January, or as soon as the earliest HamVention information is made available to me. The last two issues will depend on my ship's deployment schedule. Please be patient if your Newsletter doesn't show up immediately at the beginning of the quarter.

## Membership Dues Are Far Behind

With all the changes of responsibilities, breaks in BMHA Newsletter publication and, quite frankly, Hartley's failing health, membership dues have fallen severely behind. Hartley was the glue that held the club together and the one-man staff that did nearly everything, including the solicitation of membership dues. Since the Newsletter had stopped for a while, it was decided it would be unfair to request dues when BMHA members, not knowing about Hartley's health, were apparently getting nothing "for their money." During this time, many memberships have lapsed. But now the club appears to be back on track. It's time to request our members to renew their dues. At only \$10 for an individual annual membership, BMHA is still a relatively inexpensive club to enjoy. To give you an idea of where the club stands with membership dues, please observe the following:

BMHA boasts over 450 members. Of them -

45 are paid through at least October '01;  
03 will expire by Sept '01;  
30 expired by Jun '01;

12 "mildly delinquent" expired by Mar '01;  
263 "severely delinquent" expired in 2000; and  
100+ "completely delinquent" expired 1999 or earlier

Mathematically, approximately 75% of the club needs to pay dues. We have a plan. Please look at your mailing label. Your label should have a date in the lower left corner. This is your renewal date. If it's past that date, the word "OVERDUE" will appear in the lower right corner. If your membership has expired, please fill out the slip below and send in your dues. You may also use the standard membership form on page 5. I will send one more reminder in the next Newsletter. Starting in 2002, only paid members and courtesy copies will be mailed.

Thank You,

Scott, KE4WMF

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"I want to renew my membership in BMHA for another year. I enclose \$ \_\_\_\_\_ for that purpose.

Name \_\_\_\_\_

Address \_\_\_\_\_ State \_\_\_\_\_

Send to: BICYCLE MOBILE HAMS OF AMERICA

C/o Mike Nickolaus, NF0N, 316 E. 32nd St.

South Sioux City, NE 68776-3512.

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## WEBMASTER'S CORNER

The sun is shining out here in California, but unfortunately, I've not been riding. Nor have I done much on the website. Too much work, two daughters to enjoy summer vacation with, and a delightful month-and-a-half vacation driving across the United States. Finally, I'm involved in a middle-school effort to launch Coke-can-sized "satellites" to 15,000 feet (our specific project will launch a simplex repeater). The early workings of a website are at <http://www.air-science-club.org>.

I think that cars are getting too comfortable these days – nice music, a smooth road, and all that air-conditioned comfort they provide. There was not much activity on the radio while I drove 10,000 miles – I only made three contacts on 146.52 MHz (the National Simplex Calling Frequency).

We all miss Hartley. The club did some "bouncing" during his illness, but things are stabilizing and Scott, KE4WMF, is doing a wonderful job on the newsletter. I've left the big red "IN REMEMBRANCE" banner up for a long time (deliberately). In the next website edit, I'll retire this announcement to a small (but prominent) permanent home on our front page.

As always, please send me any suggestions you have for the website or its contents. Also, please send me YOUR website and your callsign and I'll add you to our member-websites link page.

Keep pedaling -- and talking.

Skip La Fetra, AA6WK

BMHA-Webmaster@LaFetra.com

## FEATURE ARTICLE

### Cycling El Camino del Diablo (Almost)

by Scott B. Laughlin, N7NET

The name El Camino del Diablo (the Devil's Highway) was not new to us. Everyone we spoke with knew of it, but no one seemed to be able to point it out. Some said it was in Old Mexico and that it was a road that no longer served any purpose. Such wavering information served only to fuel our curiosity. Could we possibly explore this route by mountain bike? We would have to see.

Several weeks passed before we learned this was more than just an old road – it was a shortcut to Yuma, a path used during the Nineteenth Century to avoid clashing with the Gila Indians. The Gila Indians stood guard over the familiar routes following the Colorado and Gila Rivers. Originally, it was two-hundred miles in length, beginning in Caborca, Sonora, Mexico and ending in Yuma. An ever-flowing spring is described as being near Sonoyta, Mexico. Such a destination is within bicycle range for us. Finding this water source might answer important questions. We had to find it.

One August morning, shortly after dawn, we rolled down Arizona Route 85, starting the 27-mile trek into Mexico. There are no home or markets along the way. One must provide for one's self.

The Sonoran Desert, while more green than others, is still a very dry place. Plant life has made whatever adjustments were necessary in order to survive. Even though some may appear dead, they are very much alive, just waiting for a shower. Some store their life-giving liquid in underground bulbs. Others hold it within their pulpy centers. Still others extend their roots so deeply they may no recognize a wet year from one that is dry. The creosote bush, some say, can survive seven years without rain.

None of these facts, however, are of any use to the thirsty cyclist. Dehydration is a serious reality and without at least one gallon of water per day he or she will certainly perish.

It was our hope to find an old way station which we understood was situated near this fabled spring. But passage of time causes things to change, landmarks are altered, and dwellings are destroyed or moved. Our search reminded me of Elizabeth Pinell's many surprises mentioned in her book, *Cycling to Canterbury*. In the 500-years since Caucer authored *The Canterbury Tales*, even Kent Road had changed course. We eventually found this watering hole, Quitboquito Springs, further from Sonoyta than we were led to believe. It is, in fact, in the United States, within the boundaries of Pipe Organ National Monument.

As we laid our plans for the trek, we decided the two-meter band would give us access to strategic mountain top repeaters in Yuma as well as Ajo. Another benefit was that this was the home station belonging to Charlie, KD7BDE, a friendly ham who has provided communications to other hams in the desert.

More research soon uncovered a sobering fact – El Camino del Diablo passes through the Gabeza Prieta National Wildlife Refuge. Entry is by permit only. In addition, we learned travel without a four-wheel-drive is forbidden. No bikes allowed.

Perhaps it's for the best. We of European descent seem weaker than those who traveled this route for thousands of years on foot. Petroglyphs and stone sleeping circles (stones arranged in circles to shield ancient travelers from the cold night wind) bear out the fact they were here. Europeans came in large numbers during the Sixteenth Century and an estimated 4,000 are still out there in the desert.

We have scrapped the idea of pedaling El Camino del Diablo. It is not only because it is illegal, but because it is beyond our capabilities. Another time? I doubt it. I lose interest every time I recall the words of Lieutenant N. Michler. He wrote in his journal during the 1800s that the blowing sand often obliterated the tracks of the Devil's Highway, at which time his troops followed the line of wreckage and bleached bones of those that went that way but failed to complete the trek.

Against such odd, even the power of Amateur Radio is not enough to save our hides, I fear. Obviously, the hardy folks who traveled El Camino del Diablo were everything my generation is not.



*(More information regarding "The Devil's Highway, including GPS annotations, can be found online at: <http://www.4x4now.com/pp001.htm>. Ed)*

## QUESTIONS AND ANSWERS

"BikeE" has a large presence on the BMHA YahooGroups List, which now has over 100 members!

### Subject: BikeE suggestions...

I am looking for ideas on setups for a HF QRP station on my new BikeE, pictures if possible.

Dick, k8rja@arrl.net

### K3PG Replies:

As a Bike E owner for the last 5 years or so I have operated with a 2M HT and rubber duck a few times but this year I bought an '817 and have thought about mounting an HF antenna on it. Someone pointed me to a site that shows an accessory 'toolbox' that mounts to the back of the frame that someone thought could be used to mount an antenna on w/o with putting a hole in the Bike E. But my inclination would be to just put a hole in the back of the frame for a Hamstick or Hustler.

Has anybody done this? Will the hole affect anything on the Bike?

73,

Paul Gerhardt K3PG

### N1RWY adds:

Hey Paul,

Warranty of the bike. I am thinking of doing this for my wife's BikeE as well. I spoke to my local recumbent dealer about this question since I had to order some stuff for him anyway. Visit <http://www.stillwaterrecumbents.com>.

<b>Membership Application</b>		
<b>BICYCLE MOBILE HAMS OF AMERICA</b>		Date _____
C/O Mike Nickolaus, N8ON		
316 E. 32nd St.		
South Sioux City, NE 68776-3512		
Individual \$10 _____	New member? _____	Renewal? _____
(US or Canada)		
Family \$15 _____	Foreign \$15 _____	Donation \$ _____
Make check payable to BMHA, in US dollars or international money order.		
Name _____		Call _____
Address _____		License Class _____
City _____	State _____	Zip _____
E-mail address _____ @ _____		
Age _____	Most miles bicycled in one day _____	
Would you like the BMHA Newsletter in paper copy via snail mail _____		
OR via the internet as an e-mail attachment _____ (please check only one)		

He said that if you drill a hole in the frame you will void the warranty for the bike, and resale value would drop. He did not convey any information about the hole compromising the bike's integrity.

He did mention some sort of carry device that most recumbent dealers carry, the mount slides on the bike much similar to the way that the seat does. I guess some folks use these to mount a milk crate to the bike to carry stuff. That, plus additional grounding might work for you.

I was thinking that if you put a rack on the back of the bike, you could mount the antenna to it. (After you scrape all of the paint for your grounding connections). That way you have not 'devalued' the bike and on the other hand gained an antenna mount as well as a place for some additional storage. (battery storage for the radio, additional antennas, APRS trackers, just to name a few.)

Just my 2 cents..

Jay N1RWY/BM

(Not affiliated with the above mentioned bike dealer.. just a VERY happy customer.)

### KO6FE Concludes:

I haven't done this yet, but I think it's going to work: Get a "Tool-E" storage box for the back of your bike. You can drill it and install an antenna mount without harming your bike. Put your batteries inside of the "Tool-E" box. Here is the web page:

<http://hometown.aol.com/whytoole/WHYTOOLE.html>

Dwight, KO6FE

## BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U; and restored by the BMHA Editor.



## **BMHA NEWSLETTER**

Bicycle Mobile Hams of America  
c/o Mike Nickolaus, NFO-N  
316 E. 32nd St.  
South Sioux City, NE 68776-3512

### **First Class Mail**

### **Another Silent Key in BMHA**

Dave Gerbig, WB9MZL, passed away the first day of May. He was 59. Dave was well known to many BMHA members, having written several articles for the newsletter. He was also a featured speaker at the BMHA forum at the 1999 Dayton Hamvention.

Dave's knowledge of bicycle mobile communications could fill a book - actually two books. He authored two booklets which were published by the BMHA. *"Bicycle Event Communications Support by Ham Radio Operators"* and *"Tour Leader's Guidebook"* which explained how tour leaders can best use Ham operators for tour support.

Dave also practiced what he preached. He provided bicycle mobile communications to support to the *Hilly Hundred*, a very popular two-day ride in southern Indiana, started many years ago by our own Hartley Alley. He also supported *TRIRI* (a week-long tour in Indiana, usually in the hilly southern third of the state) and *Cycle Texas* (a week-long tour of Texas hill country). Dave must have liked hills. His 13 foot eight inch, bike-mounted antenna was an attention getter and a necessity in the deep valleys between the hills.

Dave had worked as a telephone engineer and as a power line transmission engineer. He was also a Lieutenant Colonel in the Indiana National Guard and an Army veteran of the

Vietnam conflict. He held an Advanced Class Ham license. He was proud of the fact that he had "worked" all transportation modes fixed mobile (car, truck, train, bicycle, airplane, hot air balloon, boat, horseback). His favorite radio memory was talking to Dr. Henry Kissinger. This is the way he stated it: "First contact with first transceiver Henry Kissinger (he was working as third party participant in ham radio)".

My own memory of Dave is as a mentor. When my wife and I decided to get more serious about biking and became new Hams at about the same time, we went on the bike club's Sunday afternoon *"Nice and Easy"* rides, which Dave usually led, in hopes that we could maintain the "easy" pace. We couldn't - we got "dropped", but Dave never abandoned us. He was always waiting at the next corner or coming back to check on us and give us tips on improving our performance or antenna installations etc. It must have taken hold because we have been doing communications support on two week-long tours a year and several one day charity rides ever since.

Dave is survived by his wife, Mae, two sons, and two brothers. He was of the Nazarene faith. Memorial contributions can be made to Gideons International or the American Cancer Society.

*By Ken Ratcliff, KB9MQT*